REMARKS

The Amendment filed on February 27, 2003 incorporated the old format for making amendments to the specification and pending claims. Accordingly, this amendment properly uses a presently acceptable format for making amendments. Entry of these amendments along with consideration of new claims 18-26, added on February 27, 2003, is respectfully requested.

In light of the foregoing, the application is now believed to be in proper form for allowance of all claims and notice to that effect is earnestly solicited. Please charge any deficiency or credit any overpayment to Deposit Account No. 10-1250.

Respectfully submitted,
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APPENDIX I

AMENDED SPECIFICATION PARAGRAPHS WITH AMENDMENTS INDICATED THEREIN BY BRACKETS AND UNDERLINING

Page 2: 2nd full paragraph, delete in its entirety:

[Pursuant to the invention, this objective is accomplished by a convertible with the distinguishing features of claim 1, as well as by a convertible, with the distinguishing features of claim 8, which can be realized individually or in combination with one another. Advantageous developments are given in the dependent claims 2 to 7 and 9 to 17.]

Page 8, 1st full paragraph, amend as indicated below:

In Figure 1, a convertible vehicle 1 of a first example is shown in a truncated version. It is provided with a regionally flexible or totally rigid roof 2, which is constructed as a folding top. The roof 2 can be stowed in the rear region 3 of the vehicle below a lid part 4. When the roof 2 is opened up, the [roof] part 4 has the double function of covering the space 5 for accommodating the opened roof 2, as well as a space[6], for accommodating luggage.

Pages 8 and 9, amend the paragraph bridging these pages as indicated below:

The lid [about] 4 is held by the rear hinge 10 as well as by the auxiliary frame 11, which is held pivotably in its rear region at the body of the vehicle by a drag bearing 12. The auxiliary frame 11 comprises two side arms 13, which are assigned to the sides of the vehicle and extend from the drag bearing 12 in the driving direction F along two vertical longitudinal planes and are connected at their pre-disposed end, diverted from the [drag] main bearing 12, with a multiple joint 14, which is connected at the other end with the front end region 4a of the lid part 4.

Page 14, 2nd full paragraph, amend as indicated below:

Aside from the rear hinge 110, the roof part 104 is also held by means of an auxiliary frame 111, the rear region of which is held so that it can be moved over a drag bearing 112 at the body of the vehicle. The auxiliary frame 111 comprises two side arms 113 which are assigned to the sides of the vehicle, extend from the [drag] main bearing 112 in the driving direction F and are connected at their end, averted from the drag bearing 112, with a multiple joint 114, the other end of which is connected with the front end region 115 of the lid part 104.

Page 16, 1st full paragraph, amend as indicated below:

In the closed position (Figure 8), the joint points 118, 119, are, in the driving direction F, in the extreme front position in the sliding-block guides 123, 124. While the lid part 104 is being opened to unblock the opening for the passage of the roof 102, the joint points 118, 119 initially are shifted in the sliding-block guides 123, 124 countered to the driving direction F. At the same time, the guide rods 120, 121 are moved from their essentially horizontal position into a position, which is directed upward and at an angle to the side arm 113 of the auxiliary frame 111. As a result, the front end region 115 of the lid part 104 is removed from the side arm 113. As the lid part 104 is opened further in the sense described (Figure 10), the guide rods 120, 121 change over into an essentially vertical position, so that the distance from the front end of the side arm 113 of the auxiliary frame 111 to the front end 115 of the lid part 104 is maximized. Moreover, the joint points 118, 119 are pushed in the sliding-block guides 123, 124 again into the extreme front position, so that the connection between the side arm 113 and the guide rods 120, 121 achieves the maximum possible length. At the same time the hinge points 116, 117 at the lid part 104 are approximately above the main bearing 112 of the auxiliary frame 111. The latter can therefore be shifted very far towards the front, so that the full width of the trunk is available behind this bearing 112 and sufficient trunk space or accessibility to the tail lights remains.

Pages 18 and 19, amend the paragraph bridging these pages as indicated below:

In the closed position of the auxiliary frame 111.1, the sliding-block guide 123.1 extends in the driving direction F and follows a course, which curves slightly upward from a rear end to the front. It swivels with the side arms 113.1 when the lid part 114.1 is opened to unblock the opening 107 for the passage of the roof (Figure 18, Figure 19) into an upward-pointing position. A lock 125, which locks the lid part 104 in the closed position (Figure 17), is also provided for the alternative version. After the lock 125 is opened, a transverse catch 128, which is connected with the guiding rod 122.1 and which holds the joint points 118.1 and 119.1 in the closed position, is disengaged and the front end 115 of the lid part [144] can be raised.

Page 19, 1st full paragraph, amend as indicated below:

In the closed position (Figure 17) the joint points 118.1 and 119.1 are, in the driving direction F, behind the extreme position in the sliding-block guide 123.1. While the lid part 104 is being opened for unblocking the opening 107 for the passage of the roof 102, the joint points 118.1 and 119.1 are shifted in the common sliding-block guide 123.1 in the direction of travel F. At the same time, the guide rods 120.1 and 121.1 move out of their essentially horizontal position into an angular

and upwardly directed position with respect to the side arm 113.1 of the auxiliary frame 111.1. As a result, the front end region 115 of the lid part 104 is removed from the side arm 113.1. As the lid part 104.1 is opened further in the sense given (Figure 19), the guide rods 120.1 and 121.1 reach an essentially vertical position, as a result of which the distance from the front end of the side arm 113.1 of the auxiliary frame 111.1 to the front end 115 of the lid part 104 is maximized. Moreover, the joint points 118.1, 119.1 are shifted in the sliding-block guide 123.1 in the direction of the extreme front position with respect to the sliding block guide 123.1, so that the connection of side arm 113 and guide rods 120.1 121.1 attains the maximum length possible. The hinge points 116.1 117.1 at the lid part [104.1] are then approximately above the main bearing 112.1 of the auxiliary frame 111.1. In this embodiment also, this main bearing can be shifted very far to the front. In addition, the main bearing 112.1 and the linkage 130 can be inserted as a whole as a module in a side pocket of the body of the vehicle.

Page 20, 2nd full paragraph, amend as indicated below:

The construction of Figures 22 [to 24] and 23 shows slight geometric modifications of the angular guide rods 131 and 132. In each case, these are stationary with respect to the guide rod 122.1 and, at their ends, averted from the rollers [134, 135,] carry the joint points 118.1 and 119.1. In addition, at one of the

guide rods 131 or 132, a mounting for a compressed gas damper 129.1 may be provided for supporting the unblocking of the trunk opening 108.

Page 20, 3rd full paragraph, amend as indicated below:

As in the second example, the joint points 118.1 and 119.1 remain stationary here also while the lid part 104 is being opened to unlock the opening 108 for luggage, since the lock 125 is not disengaged for this movement and the rollers [134 and 135] in the sliding-block guides 123.1 therefore are not mobile. Only the normal quadruple joint version without shifting of the joint points is then available.

APPENDIX II
AMENDED CLAIMS WITH AMENDMENTS INDICATED THEREIN
BY BRACKETS AND UNDERLINING

9. (Amended) The convertible of claim [8] 18, wherein the multiple joint (114; 114.1) is a quadruple joint, two joint points (116, 117; 116.1, 117.1) being assigned to the lid part (104) and two further joint points (118, 119; 118.1, 119.1) being assigned to the auxiliary frame (111; 111.1).